

## **4<sup>th</sup> Transportation Battalion/44<sup>th</sup> Support Battalion**



*2 views of 4<sup>th</sup> Transportation Battalion unit crest  
mouseover for a description*

### **World War II**

The 4<sup>th</sup> Transportation Battalion was constituted on 8 April 1943 as Headquarters and Headquarters Detachment, 4<sup>th</sup> Quartermaster Troop Transport Battalion. On 3 May 1943, it activated under the command of MAJ Lynn Spillman at Camp Young, California, with six truck companies. It was reorganized and re-designated as HHD, 4<sup>th</sup> Quartermaster Battalion, Mobile, on 27 August 1943.

In 1943, the 4<sup>th</sup> Battalion contained the following companies:

- 445th Troop Transport Company
- 446<sup>th</sup> Troop Transport Company
- 447<sup>th</sup> Troop Transport Company
- 448<sup>th</sup> Troop Transport Company
- 449<sup>th</sup> Troop Transport Company
- 450<sup>th</sup> Troop Transport Company

In 1944, the companies were re-designated as the following:

- 3807<sup>th</sup> Quartermaster Truck Company
- 3808<sup>th</sup> Quartermaster Truck Company
- 3809<sup>th</sup> Quartermaster Truck Company
- 3810<sup>th</sup> Quartermaster Truck Company
- 3710<sup>th</sup> Quartermaster Truck Company
- 3711<sup>th</sup> Quartermaster Truck Company

The battalion sailed to Europe on the *SS Argentina* and landed in Scotland on 4 April 1944 and move immediately to Herford, England where it was assigned to the First US Army. While in England, it continued to train; also, while stationed there, it received the attachment of four light truck companies.

During the invasion of France, one company landed on D+1, another company on D+3, and the balance of the battalion on D+10. All six companies landed at Utah Beach. One truck company provided direct logistical support to the 82<sup>nd</sup> Airborne Division and another company provided direct support to the 101<sup>st</sup> Airborne Division immediately after its arrival on the beach.

Typical direct support missions included motorizing the 1<sup>st</sup> and the 29<sup>th</sup> Infantry Divisions during a day and night move from Normandy to new battle positions on the perimeter of Brest on the Brittany Peninsula. Two additional truck companies were attached to the battalion for division movements. The trucks also transported the 2<sup>nd</sup> Infantry Division from St Lo to Brest.

It served in all the campaigns of the European Theater of Operation from Normandy through the Battle of the Bulge to Central Europe. It participated in the famed Red Ball Express and by Victory Europe (VE) Day, 7 May 1945; it was at Leipzig, Germany. The battalion had two officers and 14 enlisted men killed in action and 40 wounded. On 5 July the battalion moved to Munich where it was assigned to clear a depot. LTC Spillman was transferred from the battalion on 20 October.

On 1 August 1946, the Quartermaster Corps turned over all the truck battalions to the Transportation Corps and the 4<sup>th</sup> Quartermaster Battalion was converted and redesignated as HHD, 4<sup>th</sup> Transportation Corps Truck Battalion. It was later inactivated in Germany on 15 March 1947.

### **Cold War**

In 1949 the Soviet Union tested its first nuclear bomb, thus ending the US nuclear monopoly. The communist Chinese under the leadership of Mao Tse Tung ousted the Nationalists. The combination of these events split the super powers into two camps, communist and democracies. From then on the US Army had to be ready to check communist expansion around the globe.

It was re-designated as HHD, 4<sup>th</sup> Transportation Truck Battalion on 21 April 1949 and activated at Naha, Okinawa, on 1 June 1949. Okinawa was retained as a strategic logistical base for the expansion of military operations throughout the Asian rim. The 4<sup>th</sup> Battalion was inactivated the next year on 1 July 1950.

### **Forts Story and Eustis, Virginia**

It was re-designated as HHC, 4<sup>th</sup> Transportation Truck Battalion and allotted to the Regular Army on 20 November 1950. That summer, the US Army entered the Korean War and HHC, 4<sup>th</sup> Battalion was activated at Fort Story, Virginia, on 22 December 1950. It fell under the control of the 54<sup>th</sup> Transportation Truck Battalion, which provided command and administration for three transportation battalions in addition to three transportation companies attached solely to it.

The 4<sup>th</sup> Battalion initially assumed responsibility for the following companies:

- Headquarters and Headquarters Company
- 5<sup>th</sup> Transportation Company (Heavy Truck)
- 10<sup>th</sup> Transportation Company (Heavy Truck)
- 62<sup>nd</sup> Transportation Company (Heavy Truck) (Petroleum)
- 640<sup>th</sup> Transportation Company (Heavy Truck)

The 4<sup>th</sup> Battalion's first years of existence were typified by a period of expansion and reorganization. On 31 October 1951, the 9224<sup>th</sup> TSU-TC Detachment III was activated at Fort Story to provide administrative overhead personnel for the purpose of command of all Transportation Corps and Second Army units stationed at Fort Story. The 4<sup>th</sup> Battalion like the 54<sup>th</sup> Battalion fell under its control. On 7 November 1951, however, the 4<sup>th</sup> Battalion was ordered to transfer the 5<sup>th</sup>, 10<sup>th</sup> and 640<sup>th</sup> Heavy Truck Companies to the 54<sup>th</sup> Battalion. The 62<sup>nd</sup> Heavy Truck Company had already left Fort Story for a tour in Germany on 18 April 1951. HHC, 4<sup>th</sup> Battalion had just returned from Exercise Snowfall. The 5<sup>th</sup> and 640<sup>th</sup> Heavy Truck Companies soon received orders for overseas movement.

On 18 March 1952, HHC, 4<sup>th</sup> Battalion was then transferred to the newly activated Transportation Highway Unit Training Center at Fort Eustis. The new command also assumed responsibility for the Post Motor Pool and picked up the 32<sup>nd</sup> Heavy Truck Company, 165<sup>th</sup> Truck Company and 80<sup>th</sup> Transportation Detachment. The 165<sup>th</sup> Truck Company then departed to participate in Operation Leghorn. The 88<sup>th</sup> and 151<sup>st</sup> Transportation Companies were activated in May 1952. While part of the Transportation Highway Unit Training Center, the 4<sup>th</sup> Battalion provided control for the following companies:

- 32<sup>nd</sup> Transportation Company (Heavy Lift)
- 88<sup>th</sup> Transportation Company (Troop)
- 151<sup>st</sup> Transportation Company
- 165<sup>th</sup> Transportation Company

On 15 August 1952, HHC, 48<sup>th</sup> Transportation Highway Group was activated at Fort Eustis and provided command and control for the 4<sup>th</sup> Transportation Battalion, the 502<sup>nd</sup> Traffic Regulating Group and the two new truck battalions at Fort Eustis. The 6<sup>th</sup> Truck Battalion was also activated on 15 August 1952 and the 126<sup>th</sup> Truck Battalion (NG WV), moved to Fort Eustis from Fort Pickett, Virginia, on 1 December 1952. The 48<sup>th</sup> Transportation Group (Truck) supported the Transportation Training Command.

The 88<sup>th</sup> Light Truck Company was reactivated at Fort Eustis, Virginia on 21 May 1952 and attached to the 4<sup>th</sup> Battalion. The 88<sup>th</sup> was originally an African-American unit that saw service in Sicily, India and Burma. It began slowly integrating right after that.

On 31 October 1952, the battalion was redesignated as HHC, 4<sup>th</sup> Transportation Battalion (Truck). The 17<sup>th</sup> and 19<sup>th</sup> Heavy Truck Companies were activated on 1 October 1952.

In April 1953, the 32<sup>nd</sup> Heavy Truck Company was reorganized as a medium truck company. On 25 September 1953, the 4<sup>th</sup> Battalion went through another reorganization and assumed responsibility for the following:

- 17<sup>th</sup> Transportation Company (Heavy Truck)
- 19<sup>th</sup> Transportation Company (Heavy Truck)
- 88<sup>th</sup> Transportation Company (Light Truck)
- 151<sup>st</sup> Transportation Company

Throughout the next few years, the companies supported Operation SUNEK in Greenland, summer training of cadets at West Point and ROTC, US Army Reserve unit and Transportation School student training at Fort Eustis. Truck companies were interchangeable. Each truck battalion usually participated in one major training exercise each year, but would provide command and control of companies from the battalions.

Coincidentally, LTC Spillman, the first battalion commander during World War II, returned to command his old battalion for a short interim in February 1954 to replace MAJ David Hagen who became the battalion S-3. LTC William C. Gee then replaced Spillman that same year and commanded the battalion until 1955.

On 16 September 1954, the 48<sup>th</sup> Group made plans to balance out the number of companies in the three truck battalions. The 4<sup>th</sup> Battalion released its 17<sup>th</sup> Medium Truck to the 126<sup>th</sup> Battalion. However, with the end of the Korean War, the 126<sup>th</sup> Battalion prepared for its release from active duty and in 1954 transferred its 523<sup>rd</sup> and 557<sup>th</sup> Truck Companies to the 4<sup>th</sup> Battalion. The 88<sup>th</sup> Light Truck received orders to transfer to Germany in 1955. This left the 4<sup>th</sup> Transportation Battalion with the following companies:

- 151<sup>st</sup> Transportation Company (Light Truck)
- 523<sup>rd</sup> Transportation Company (Light Truck)
- 590<sup>th</sup> Transportation Company (Light Truck)
- 597<sup>th</sup> Transportation Company (Medium Truck)

On 6 July 1955, the 151<sup>st</sup> Light Truck Company was relieved from assignment to the 4<sup>th</sup> Battalion and attached to the newly activated 522<sup>nd</sup> Transportation Battalion. On 9 February 1955, the 522<sup>nd</sup> Transportation Battalion was organized out of the personnel and equipment when the 126<sup>th</sup> Battalion was released from active duty.

In late 1955, the Department of the Army notified the 4<sup>th</sup> Battalion that it would participate in Operation Gyroscope and depart for Germany on 1 April 1956. To prepare for the transfer to Germany, on 13 December 1955, the 523<sup>rd</sup> Light Truck Company was relieved from the 4<sup>th</sup> Battalion and assigned to the 522<sup>nd</sup> Battalion while the 15<sup>th</sup> and 16<sup>th</sup> Light Truck Companies were assigned to the 4<sup>th</sup> Battalion that same day to participate in GYROSCOPE.

On 1 December 1955, the 4<sup>th</sup> Transportation Battalion then commanded by LTC Nathaniel A. Gage, Jr., ceased operational commitments in support of the Transportation Command to begin planning and preparation for Operation GYROSCOPE. GYROSCOPE was an operation where a stateside unit replaced another overseas. The 4<sup>th</sup> Battalion would rotate over to Germany, to replace the 27<sup>th</sup> Transportation Battalion, which would replace it at Fort Eustis. The advance planning group of the 4<sup>th</sup> Battalion arrived in Europe on 15 November 1955 and the 27<sup>th</sup> sent its advance planning group to Fort Eustis, Virginia on 7 January 1956.

### **Germany**

As part of GYROSCOPE, the 4<sup>th</sup> Battalion left Fort Eustis and replaced the 27<sup>th</sup> Battalion at Flak Kaserne, Ludwigsburg, Germany where it was attached to the 10<sup>th</sup> Transportation Highway Group on 7 April 1956. During the Cold War, US Army Europe (USAREUR) established its line of communication back to the ports of Northern France. The 37<sup>th</sup> Transportation Highway Group had responsibility for the first leg of the line haul. It handed off cargo to the 10<sup>th</sup> Transportation Highway Group in Germany which then delivered to the garrisons and units in the field. At that time, the 10<sup>th</sup> Group consisted of the 4<sup>th</sup>, 29<sup>th</sup>, and 38<sup>th</sup> Transportation Battalions. The 27<sup>th</sup> Battalion released its truck companies to the 4<sup>th</sup> Battalion, which included:

- 10<sup>th</sup> Transportation Company (Medium Truck) (S&P)
- 40<sup>th</sup> Transportation Company (Petroleum)
- 62<sup>nd</sup> Transportation Company (Medium Truck) (POL)
- 109<sup>th</sup> Transportation Company (Medium Truck)
- 590<sup>th</sup> Transportation Company (Light Truck)

Meanwhile, the 15<sup>th</sup> Transportation Company (Light Truck) was assigned to Bamberg, Germany and initially attached to the 3<sup>rd</sup> Infantry Division and provided direct support to the 2<sup>nd</sup> Battle Group, 4<sup>th</sup> Infantry Division. At that time the 3<sup>rd</sup> Infantry Division was a Pentomic Division.

In 1957, the 4<sup>th</sup> Battalion picked up the 32<sup>nd</sup> Transportation Company (Medium Truck) to replace the 10<sup>th</sup> Transportation Company (Medium Truck) at Ludwigsburg, which rotated back to Fort Eustis, Virginia, on 21 March under Operation GYROSCOPE where it was attached back to the 27<sup>th</sup> Battalion again. The 32<sup>nd</sup> Medium Truck Company had Gyroscoped to at Flak Kaserne in the town of Ludwigsburg, Germany, from Fort Eustis in April 1953 and was attached to the 4<sup>th</sup> Battalion. In 1957, LTC George L. Cook assumed command of the battalion.

The 62<sup>nd</sup> Medium Truck (POL) was transferred back to Fort Eustis in 1957 and was attached to the 29<sup>th</sup> Battalion. The 126<sup>th</sup> Transportation Company (Medium Truck) was attached to the 4<sup>th</sup> Battalion in 1958. In 1958, LTC Charles Rose assumed command of the 4<sup>th</sup> Battalion.

In June 1958, the 4<sup>th</sup> Transportation Battalion comprised the following companies:

Headquarters and Headquarters Company	Ludwigsburg
32 <sup>nd</sup> Transportation Company (Medium Truck) (S&P)	Ludwigsburg
126 <sup>th</sup> Transportation Company (Medium Truck) (Cargo)	Karlsruhe
590 <sup>th</sup> Transportation Company (Light Truck) (Army)	Ludwigsburg

The 4<sup>th</sup> Battalion was re-designated and reorganized as HHD, 4<sup>th</sup> Transportation Battalion on 20 February 1959. The 126<sup>th</sup> Transportation Company was assigned to Karlsruhe. In 1960, MAJ Arthur J. Richards assumed interim command of the Battalion until LTC Ellsworth W. Smith took command that same year.

Headquarters and Headquarters Company, 4<sup>th</sup> Transportation Battalion (Truck) was reorganized and re-designated as Headquarters and Headquarters Detachment, 4<sup>th</sup> Transportation Battalion on 20 February 1959. The Battalion was then reorganized as HHD, 4<sup>th</sup> Transportation Battalion (Truck) on 24 June 1961. In 1961, LTC Chester E. Canine assumed command of the Battalion.

During the period of 9 February to 27 August 1959, the 32<sup>nd</sup> Medium Truck Company achieved the remarkable feat of driving 505,176 accident free miles thus inspiring the formation of the “Half Million Mile” Club. They made LTG Francis W. Ferrell, the Seventh Army Commander, an honorary member. The accident free run ended when Judson Doerfler was hauling a heavy load of aircraft sheet metal on his 5-ton S&P rig and failed to negotiate a turn. The load of sheet metal on the trailer, slide forward and sheared off the cab of the truck. Doerfler and his shotgun had discussed a method of the shotgun dropping to the floor and the driver dropping onto the seat to avoid a cargo forward shift. Had he and his shotgun not preplanned for such a possibility they would have both been sheared off with the cab.<sup>1</sup>

In 1962, the 4<sup>th</sup> Transportation Battalion picked up three more truck companies; the 15<sup>th</sup>, Medium Truck, the 100<sup>th</sup> Light Truck and the 584<sup>th</sup> Light Truck. The 100<sup>th</sup> had been activated in Germany on 7 June 1951 and served in Alaska during World War II. The 15<sup>th</sup> Light Truck Company had also rotated over from Fort Eustis and was attached to the 3<sup>rd</sup> Infantry Division. When the division was reorganized as a mechanized division on 10 February 1962, the 15<sup>th</sup> Light Truck Company was attached to the 4<sup>th</sup> Transportation Battalion. In November and December 1962, the 15<sup>th</sup> Transportation Company received the new M-52 5-ton tractors and M-127 stake and platform (S&P) trailers and became a medium truck company. The 4<sup>th</sup> Battalion had the mission to provide general support to the Seventh Army units, plus providing direct support to the 3<sup>rd</sup> Infantry Division. In mid-April 1962, the 15<sup>th</sup> Light Truck received new M-52 tractors and M-127 stake and platform (S&P) trailers, and converted to a medium truck company. With that change it gave up its direct support role to the 3<sup>rd</sup> Infantry Division.

In 1962, the 4<sup>th</sup> Battalion contained the following companies:

15<sup>th</sup> Transportation Company (Medium Truck) (S&P)

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<sup>1</sup> Jon Bacon email to Richard Killblane, December 20, 2007.

32<sup>nd</sup> Transportation Company (Medium Truck) (S&P)  
100<sup>th</sup> Transportation Company (Light Truck)  
584<sup>th</sup> Transportation Company (Light Truck)  
590<sup>th</sup> Transportation Company (Light)

Evidently the 100<sup>th</sup> Light Truck was given to the 3<sup>rd</sup> Infantry Division in place of the 15<sup>th</sup> Medium Truck and stationed at Schweinfurt. The 100<sup>th</sup> would remain with the 3<sup>rd</sup> Infantry Division until the truck company was transferred back to Fort Eustis on 3 August 1968 where it was attached to the 38<sup>th</sup> Transportation Battalion.

In 1962, LTC Frederick P. Howland assumed command of the Battalion. Coincidentally, he was a unit commander in the 2<sup>nd</sup> Infantry Division when it landed at Normandy and was transported by the 4<sup>th</sup> Battalion trucks. During the adverse winter of 1962-63, the 15<sup>th</sup> Medium Truck hauled several hundreds of tons of coal to Bamberg Post after the coal supply was exhausted.

In 1963, the 4<sup>th</sup> Transportation Battalion had the following companies attached:

15 <sup>th</sup> Transportation Company (Medium)	Bamberg
32 <sup>nd</sup> Transportation Company (Medium)	Flak Kaserne, Ludwigsburg
590 <sup>th</sup> Transportation Company (Light)	Flak Kaserne, Ludwigsburg

The purpose of the 4<sup>th</sup> Battalion was to supply support to several armor companies, a few ordinance companies, and a few recon units. When the drivers left on a mission they might not return to their home base for several weeks.

By 1966, the 4<sup>th</sup> Battalion had picked up the 533<sup>rd</sup> Transportation Company stationed at Reese Kaserne, Augsburg, Germany with mostly 2 ½-ton trucks and a squad of 5-ton tractors and trailers. On 5 June 1967, Israel led a preemptive attack against its Arab neighbors, Egypt, Syria and Jordan, who were massing troops on its borders. The 4<sup>th</sup> Battalion was alerted for possible deployment but the war ended in six-days.

In 1969, the 590<sup>th</sup> Transportation Company was designated a light/medium truck company and then attached to the 181<sup>st</sup> Transportation Battalion as part of V Corps.

By 1973, the 396<sup>th</sup> Light Truck Company belonged to the 4<sup>th</sup> Battalion. It had M35 2 ½-ton trucks and was stationed at Flak Kaserne.

The 515<sup>th</sup> Transportation Company (POL), which had served under the 39<sup>th</sup> Transportation Battalion in Vietnam, was reactivated at Augsburg, Germany on 16 October 1982 and attached to the 4<sup>th</sup> Transportation Battalion. On 16 April 1986, the 11<sup>th</sup> Transportation Company (Heavy Equipment Trailer) was reactivated at Panzer Kaserne, Stuttgart and attached to the 4<sup>th</sup> Battalion. HETs were designed to haul the new M1 Abrams tanks along with other heavy tracked vehicles.

In the late 1980s, the 4<sup>th</sup> Battalion provided general support transportation to VII Corps as directed by the 229<sup>th</sup> Movement Control Center (TRANSCEN). The Battalion would also

be prepared to provide direct support to non-divisional and divisional units, as directed, and tailor support to meet surge and special operational requirements. Operations would be designed around the company as the base operating unit with major emphasis on small unit operations (squad level) during the hours of darkness (assume air priority as best case). In time of war, heavy lift assets would support evacuation operations and tactical movement operations and would be massed to ensure maximum and immediate response to tactical situations. In time of war, company level elements would also be prepared to sponsor and transition forces deploying from the United States. The 4<sup>th</sup> Battalion consisted of the following companies:

11 <sup>th</sup> Transportation Company (Heavy)	Panzer Kaserne, Böblingen
15 <sup>th</sup> Transportation Company (Medium)	Nellingen Kaserne, Stuttgart
32 <sup>nd</sup> Transportation Company (Medium)	Flak Kaserne, Ludwigsburg
396 <sup>th</sup> Transportation Company	Flak Kaserne, Ludwigsburg
515 <sup>th</sup> Transportation Company	Flak Kaserne, Ludwigsburg

### **Operation DESERT SHIELD/DESERT STORM**

On 4 December 1990, the 4<sup>th</sup> Transportation Battalion deployed to Saudi Arabia during Operation DESERT SHIELD/DESERT STORM and provided support to the 1<sup>st</sup> and 3<sup>rd</sup> Armor Division, 1<sup>st</sup> Infantry Division, 2<sup>nd</sup> Armored Cavalry Regiment, 11<sup>th</sup> Aviation Brigade and all VII Corps non-divisional units. It received campaign participation credit for Defense of Saudi Arabia and Liberation and Defense of Kuwait and received the Meritorious Unit Commendation while there. During DESERT STORM, the 11<sup>th</sup> Heavy had moved tracked vehicles for the flank attack, hauled prisoners ammunition and latrines. The 515<sup>th</sup> POL hauled 11 million gallons of fuel in direct support of the 3<sup>rd</sup> Armored Division. Upon completion of DESERT STORM, the battalion redeployed to Flak Kaserne, Germany, on 22 May 1991.

### **Corps Support Battalion at Fort Lewis**

In the downsizing following DESERT STORM, the 4<sup>th</sup> Transportation Battalion relocated from Germany to Fort Lewis, Washington, on 22 November 1991 and was attached to the 593<sup>rd</sup> Area Support Group. The battalion provided general support to all units on Fort Lewis. On 17 October 1992, the battalion was redesignated as the 44<sup>th</sup> Corps Support Battalion. The 11<sup>th</sup> Heavy and the 515<sup>th</sup> POL Truck Companies were transferred to the 181<sup>st</sup> Transportation Battalion. In February 1992, 11<sup>th</sup> HET moved to Johnson Barracks, Furth, Germany and on 26 August 1994, was attached to the 71<sup>st</sup> Corps Support Battalion. It was inactivated on 15 June 1995. The 32<sup>nd</sup> Transportation Company was sent to Fort Carson, Colorado and attached to the 68<sup>th</sup> CSB (former 68<sup>th</sup> Transportation Battalion). The 396<sup>th</sup> was sent back to the United States where it was attached to the 87<sup>th</sup> Corps Support Battalion (former 87<sup>th</sup> Maintenance Battalion, which had also deployed from Germany in late 1991) and between August through October 1994, the 396<sup>th</sup> turned in its M915 tractors and M872 trailers for a fleet of 48 Palletized Loading Systems (PLS) and remained at the forefront of testing program of the new system.

On 20 August 1995, the Headquarters and Headquarters Detachment, 44<sup>th</sup> CSB deployed to Guantanamo Bay, Cuba, providing logistical support for the migrant relief effort during Operation SEA SIGNAL. Meanwhile, I Corps deployed 9,850 Soldiers to the Yakima Training Center for Exercise CASCADE SAGE. This exercise integrated the 3<sup>rd</sup> Brigade Combat Team (BCT) and nine other corps brigades for 10 days of force-on-force field training. The 44<sup>th</sup> Corps Support Battalion performed support without the benefit of its headquarters.

### **Operation Iraqi Freedom**

The HHD, 44<sup>th</sup> Corps Support Battalion deployed to Logistic Base Seitz, Iraq, in support of Operation Iraqi Freedom (OIF) during the second year of the war from 13 November 2003 to 11 October 2004.

The 497<sup>th</sup> Transportation Company had been at Fort Lewis since 1967 and was realigned under 44<sup>th</sup> Corps Support Battalion on 28 October 2004. It also deployed to Camp Seitz, Iraq.

In 2004, the battalion had the following units:

HHD  
24<sup>th</sup> Quartermaster Company  
497<sup>th</sup> Transportation Company  
542<sup>nd</sup> Maintenance Company

### **CAMPAIGN PARTICIPATION CREDIT**

World War II: Normandy, Northern France, Rhineland, Ardennes-Alsace, Central Europe

Southwest Asia: Defense of Saudi Arabia, Liberation and Defense of Kuwait, Cease-Fire

War on Terrorism: Campaigns to be determined

### **DECORATIONS**

Meritorious Unit Commendation (Army), Streamer embroidered  
SOUTHWEST ASIA 1990-1991

Meritorious Unit Commendation (Army), Streamer embroidered  
SOUTHWEST ASIA 2003-2004

### **Bibliography**

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Ross, LTC Daniel E., Letter with “4<sup>th</sup> Transportation Battalion History” to MG Gus Pagonis, 22 May 1987.

Ross, Colonel Bob and Colonel Jim Tatum, “CSS Training in a Split-Based Brigade,” <http://www.almc.army.mil/alog/issues/sepoct/ms121.htm>

11<sup>th</sup> Transportation Company (HET), Global Security.org,  
<http://www.globalsecurity.org/military/agency/army/11trans-co.htm>